

四拜禮 號三十月八年英港香 THIRTY-DOLLARS  
PER ANNUM.

## Mails.

—(0:)

**For Further Particulars, apply to**

H. A. RITCHIE, Superintendent

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
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PRINZESS IRENE.....	THURSDAY, 5th September.
PRINZ HEINRICH.....	THURSDAY, 19th September.
PREUSSEN.....	2nd October.
HAMBURG, Hamburg-Amerika Linie.....	WEDNESDAY, 16th October.
SACHSEN.....	WEDNESDAY, 30th October.
KTAUTSCHOU, Hamburg-Amerika Linie.....	WEDNESDAY, 13th November.
BOYEN.....	WEDNESDAY, 27th November.
ST. GEORG.....	WEDNESDAY, 11th December.
KONIG ALBERT.....	WEDNESDAY, 24th December.
PRINZESS IRENE.....	1st January, 1902.
PRINZ HEINRICH.....	WEDNESDAY, 26th January, 1902.
PREUSSEN.....	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie.....	WEDNESDAY, 19th February, 1902.

**ON MONDAY**, the 5th day of September, 1901, at **NOON**, the Steamship "PRINZESS  
IRENE" of the NORDELD LINE, Captain P. Wetlin, with **MAILS**  
PASSENGERS, SPECIE and CARGO, will leave this port for **AMSTERDAM** and  
GENOA.

Shipping Orders will be granted till **NOON**, on **TUESDAY**, the 3rd September, Cargo and  
Specie will be received on Board until 5 P.M. on **WEDNESDAY**, the 4th September, and Parcels  
will be received at the Agency's Office until Noon on **WEDNESDAY**. The rate of Subsidy  
and Parcels should not exceed Two Feet Cubic in Measurement. No Parcel Receipts will be signed for less than \$2.50  
The Steamer has splendid Accommodation and carries a Doctor and Stewardestes.  
Lines can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO.,**  
AGENTS.

\_\_\_\_\_

HONGKONG  
HOTEL.

\_\_\_\_\_

Military Band during dinner on Saturday Night.

Hongkong, 15th November, 1990. [23]

**HOTEL CRAIGIEBURN,**  
Dorridge, Glasgow, Scotland. Tel 58

For Terms, &c., apply to the **MANAGER**,  
Hongkong, and July, 1900. [16]

W. H. POTTS & Co.,  
3, QUEEN'S BUILDINGS,  
HUNT STREET, LONDON, E.C. 4.

WINE, SPIRIT AND CIGAR  
MERCHANTS.  
DIRECT IMPORTERS.  
ALHAMBRA CIGAR

ALHAMBRA CIGARS  
"KIRIN" BEER.  
HARVEYS OLD VINTAGES





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

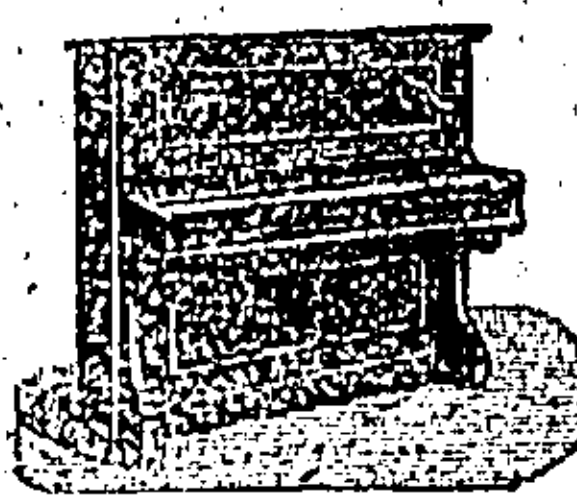
THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE  
ROBINSON  
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

COTTAM &amp; Co.

JUST ARRIVED.

THE FAVORITE SUMMER COLLAR

12 INCH "LEADER"

BATH GOWNS.

OVERLAND TRUNKS.

Hongkong, 20th July, 1901. [571c]

KELLY &amp; WALSH, LD.

NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGA-

TIONSHIP PEKING, by Nigel Oliphant

THE REAL CHINESE QUESTION, by C.

Holcombe 1.50

ALL THE WORLD'S FIGHTING SHIPS,

by F. T. Jane 9.50

ROYALTY OF THE WORLD.

EARL ROBERTS AS A SOLDIER IN PEACE

AND WAR, by Capt. W. E. Cairnes.

HOW TO INVEST AND HOW TO SPECU-

LATE, by C. H. Thorpe 3.00

BEAUTY'S AIDS: OR HOW TO BE BEAU-

TIFUL, by Countess C. 2.25

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,

Remnants, Toys, Dolls, Gentlemen's Hats,

Half Hose and Gloves.

R. G. HECKFORD,

Manager.

782c]

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [1776c]

A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS:

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-

tresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen

Utensils, Aspinall's Enamels, &amp;c., &amp;c.

Our store is situated between the Principal Banking Institutions and

Hotels in Hongkong.

Hongkong, 25th July, 1901. [277c]

To-day's  
Advertisements.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are re-  
quested to send in a Statement of Busi-  
ness contributed during the Half Year ended  
30th June, 1901, on or before the 10th Sept.,  
on which date the Accounts will be CLOSED.  
By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 22nd August, 1901. [901c]

## PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY, the 24th August, at 11 A.M.,

on the NEW PARADE GROUND,

144 Barrels MCEWEN'S EDINBURGH

ALE (36 Gallons each).

TERMS:—As Usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 22nd August, 1901. [902c]

## PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY, the 24th August, 1901, at Noon,

at the

MITSUI BUSSAN KAISHA'S GODOWNS,

(In Good Order and Condition),

1 VERTICAL BOILER, 1 No. 6 PUL-

SOMETER STEAM PUMP, 2 DUPLEX

PUMPS for Boiler, 1 No. 4 PULSOMETER

STEAM PUMP, 2 Lengths SUCTION

HOSES, 2 STOP VALVES for Pulsometer

Pump, 2 CHECK VALVES for Boiler, 4

Lengths 4 in. IRON PIPES, 2 STOP VALVES

for Duplex Pumps, and 4 Lengths 3 in. IRON

PIPES.

TERMS:—As Usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 22nd August, 1901. [904c]

## PUBLIC AUCTION.

THE Undersigned have received instructions

from The Base Commissariat Officer

to sell by

PUBLIC AUCTION,

ON

SATURDAY, the 24th August, at 11 A.M.,

At the Base Commissariat Depot,

New Parade Ground,

A QUANTITY OF

DAMAGED AND CONDEMNED

STORES,

Comprising:—

30 Bags IRON, 100 Bags GRAIN (Crushed),

10 Tons OATEN HAY (loose), 10 Tons

FIREWOOD, 20 TARPAPULINS, CAMP

CHAIR and TABLES, &amp;c., &amp;c.

TERMS:—As Usual.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 22nd August, 1901. [903c]

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10 Tons OATEN HAY (loose), 10 Tons

FIREWOOD, 20 TARPAPULINS, CAMP

CHAIR and TABLES, &amp;c., &amp;c.

TERMS:—As Usual.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 22nd August, 1901. [904c]

To-day's  
Advertisements.

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

## FOR MANILA.

"PERLA."

Captain J. E. McArthur, will be despatched as

above on SATURDAY, the 24th instant,

at Noon.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with the

Electric Light and is supplied with a Refrigera-

ting Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 22nd August, 1901. [892c]

## FOR SINGAPORE, PENANG AND

CALCUTTA.

## THE Steamship

"CATHERINE APCAR"

Captain S. H. Belson, will be despatched for the

above Ports, on SUNDAY, the 25th instant,

at Daylight.

For Freight or Passage, apply to

DAVID SASSOON, SONS &amp; Co.,

Agents.

Hongkong, 22nd August, 1901. [893c]

## Intimation.

ESTABLISHED A.D. 1841.

A. S. WATSON &amp; Co.,

LIMITED.

## WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR

EAST.

Per Dozen . . . . . \$15.00

The following Blends are also recom-

mended, and are unsurpassed

in quality:—

A.—THORNE'S BLEND . . . . . \$10.80

B.—GLENROCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age. . . . . 10.80

C.—ABERLOUR-GLENLIVET . . . . . 12.00

D.—H.K.D., BLEND of the

Finest Old Malt Scotch

Whiskies . . . . . 14.40

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 22, 1901.

## REUTER'S TELEGRAMS.

FRANCE AND RUSSIA.

LONDON, August 20th.

The French press regards the forthcoming

visit of the Tsar to France as a fresh pledge

of friendship. The Tsar will be accom-

panied by the Tsaritsa.

Before landing at Dunkirk, the Tsar will

accompany President Loubet to review the

Northern squadron.

LATER.

## THE ROYAL VISITORS AT

CAPETOWN.

The enthusiasm of the reception of the

Duke and Duchess of Cornwall and York at

Capetown has dispelled all misgivings as to

the prudence of the visit, and the press

regards the circumstance as a very hopeful

sign.

## THE TSAR TO MEET EMPEROR

WILLIAM.

The Tsar will meet the German Emperor

at Danzig en route to Dunkirk.

## WEATHER REPORT.

The Observatory report says:—

On the 22nd at 11.55 a.m. the barometer has

fallen slightly over the Philippines. Pressure

is low apparently over the Pacific to the N.E.

of Luzon, and high to the E. of Japan. Gradients

slight for E. winds on the China coast; and for

S.W. winds over the middle part of China Sea.

Forecast:—E. or varying winds, light showery.

## LOCAL AND GENERAL.

As notified in the Gazette Mr. E. Osborne has

been re-appointed to the Sanitary Board for a

further period, and thanked for his past services.

The Sanitary Board unanimously agreed to the

closing of the well at the back of the market,

Hunghom. The sample of water from this well

was found on analysis to contain distinct traces

of sewage matter.

MR. BANVARD of the Banvard troupe is pass-

ing through on his way to Australia to engage

the very best collection of artists that can be

procured for money. He expects to return in

October with a company of at least eighteen.

At yesterday's collapse we should have men-

tioned that the Fire Brigade were first on the

scene, and had already got the body of the un-

fortunate bricklayer out before Mr. Wolfe and

his coolies turned up. This was very smart

work.

THE Kokumin Shimbu of the 8th inst. says

the Tea Trust by the Japanese and American

merchants is on the point of a satisfactory

formation. There is not now any opposition

among the parties concerned. The authorities

concerned are doing their best for the sake of

the cooperation.

CADET W. H. N. DEANE, of H.M.S. Worcester,

has obtained the King's Gold Medal for 1901,

the highest honour a cadet can take in the

training ship, and the Lord Brassey Prize for

an essay on "The Navy League, with a St.

John Ambulance and two sports prizes. He is

the second surviving son of Captain J. R.

Deane, the Harbour Master of Bombay.

We regret to learn, says the *Foochow Echo*of the 17th inst., that the wrecked *Sabraon* was

unable to withstand the fury of the late storm.

It is reported that she broke in half and sank

in the deep water outside the ledge of rock on

which she rested. Great as the disappoint-

ment must be to the syndicate interested, it is

satisfactory to know that the value of the sun-

dries salvaged is larger than the expenditure for

cost and expenses incurred.

THE coatless man puts a careless arm

'Round the waist of the hatless girl,

As over the dustless and mudless roads

In a horseless carriage they whirl;

Like a leadless bullet from a hammerless gun,

By smokeless powder driven,

They fly to taste the speechless joy

By endless union given.

Though the only lunch his coinless purse

Is a faint, far, far, far, far, far, far,

With a 'side' of stringless beans,

He puffs a tobaccoless cigarette,

And laughs a mirthless laugh

When papa tries to coax her back

By wireless telegraph.

A CORRESPONDENT of the *N. C. Daily News*

signing him—or herself "Mermaid," in a letter

on the subject of the proposed public swimming

bath for Shanghai, submits the following good

suggestions:—If the ratepayers are disposed to

be generous at the forthcoming meeting, I trust

the promoters of the public bath scheme will be

able to put something definite before the meet-

ing; such as five baths all in a row; No. 1 for

the upper ten of foreigners (No. 2 for the plebs

and the stranger within our gates; No. 3 for



plans provided for flushing tanks. If they were not adequate, it is inconceivable that Mr. Chadwick would have approved them.

Whether or not, subsequent experience has shown that additional flushing tanks are necessary in the future.

Para 4.—One of the statements in the petition to which exception was taken in the memorandum is that Ordinance 34 of 1899 was enacted in an unenacted form, the more drastic remedies recommended by the Sanitary Board with a view to the betterment of the Sanitary Condition of the Colony having been deleted therefrom.

That is hardly an accurate description of what really occurred.

The Bill was referred to the Board and the Board "acquiesced" in certain modifications.

Para 6.—The statement in the Petition was that concrete of floors was not required till 1894. The remark now made practically admits that concrete was provided for.

Para 7.—In the first place the complaint in the Petition is that Mr. Chadwick's (and not the Board's) recommendation for an improvement Fund had not been carried out.

In the second place the writer does not attempt to show that even in 1900 was the Government in a financial position to endow such a Fund.

Para 7.—The remark does not disprove the accuracy of the statement in the memorandum.

Para 8.—The report that it was thought, from the wording of the paragraph, was particularly referred to was one from Major Brown, R.A.M.C., which was forwarded to Government by the Board and found to be exaggerated.

Para 9.—It is not claimed in the memorandum that nuisances caused by hawkers do not exist.

Para 10.—Nevertheless, the inference to be drawn from the statement in the Petition is that latrine previously existed on the spot.

Para 10.—In the memorandum it is not stated that the Board's not making application for a latrine at the spot is merely hazy.

Para 10.—That is so.

Para 13.—It is not a question of what houses were reported as unfit for human habitation, but of what action was taken on the reports.

The records at the Magistracy show that, with the exception of one single ground floor closed in 1898, no premises were closed by order of the Magistrate till May, 1899.

That 4149 Nuisance Notices in respect of insanitary properties were served is not in any sense pertinent to the question.

Para 14.—What is stated in the Memorandum is the fact.

The prosecutions referred to by Mr. Osborne, were instituted under Ordinance 14 of 1895 for Nuisances, and not for over-crowding, and the insanitary condition aimed at in Ordinances 9 of 1897 and 7 of 1893 and the fines inflicted, as the records at the Magistracy will show, varied from ten cents to a few dollars.

Para 16.—One of the signatories of the Memorandum visited Canton with Dr. Lowson when the Plague had ceased here in 1894, for the express purpose of ascertaining whether the plague had ceased there. A visit to the City and the Canton Plague Hospital showed that it had.

Para 16.—The fact remains that Mr. Osborne signed the report of the Select Committee appointed to consider the adequacy of the Sanitary Staff.

The signatories of that Report (Dr. Atkinson; Dr. Clark and Mr. Osborne) stated, "We also recommend the appointment of three additional First Class Inspectors of Nuisances, whose services will be mainly employed in connection with Overcrowding, House-Drainage and Food Adulterations."

In spite of Mr. Osborne's elaborate calculations, there is not a word in the Report about any extra inspectors for ordinary daily inspection duty.

(Signed) W. CHATHAM.  
F. H. MAY.

21st August, 1901.

## THE COCHRANE STREET COLLAPSE.

The clearing away of the wreckage is nearly completed. One body was found this morning which will be the last, as those in charge have been able to inspect the remaining litter and have found nothing. It will be interesting to watch the way the Chinese contractor will go about strengthening the dangerous walls and rebuilding.

## PUBLIC HEALTH ORDINANCE OF 1901.

Dr. Clark, Medical Officer of Health suggested that Dr. W. W. Pearce should be deputed by the Sanitary Board to institute summary proceedings against any person contravening the provisions of the Public Health Ordinance of 1901, as provided for in sections 27 and 91. The members of the board unanimously minuted their approval.

## WATER POLO.

V. R. C. "C" team will play V. R. C. "A" team in the Semi-final of the Hongkong Water Polo Challenge Shield competition to-day at the V. R. C. Rowing, at 5.45 p.m. sharp. Ladies are cordially invited by the Committee.

The following are the teams—  
V. R. C. "C" TEAM, (WHITE CAPS).  
Goal—F. D. Bain.  
Backs—R. Lapsley, C. E. A. Hance.  
Half-back—Frank Joyce.  
Forwards—A. Humphreys, A. E. Alves (Capt.), N. H. Alves.

V. R. C. "A" TEAM, (RED CAPS).  
Goal—A. J. Minkie.  
Backs—A. Loureiro, H. A. Lammett.  
Half-backs—A. A. Alves (Capt.).  
Forwards—H. S. Kennel, F. K. Tata, C. M. Alves.

Referee—Cpl. Morris, R.A.  
Timekeeper—F. W. White.

R.A. 25th Co. E.D. will play R. W. F. (Right) in the semi-final of the Hongkong Water Polo Challenge Shield competition to-morrow at 5.45 p.m. sharp at the V. R. C. Rowing. Ladies are cordially invited by the Committee.

The final will be played at the same time and place on Saturday the 24th and ladies are also cordially invited by the Committee.

## THE QUARANTINE OF VESSELS FROM HONGKONG IN NETHERLANDS INDIA.

Various correspondence has passed to and from the Sanitary Board with regard to quarantining vessels from Hongkong on account of plague and smallpox. The vessel with regard to smallpox has since been withdrawn, but all vessels from leaving this port on account of the plague. The Principal Medical Officer minuted—"That attention should be drawn to the fact that there was no epidemic of plague now existing in this Colony."

## A CLEAN PORT AT LAST.

### NO MORE PLAGUE.

We have received the following for publication—

Colonial Secretary's Office,  
Hongkong, 22nd August, 1901.

Sir—I am directed to inform you that Plague is no longer epidemic in this Colony, and that Clean Bills of Health are now issued.

I have the honour to be, Sir,  
Your obedient servant,  
T. H. STEWART LOCKHART,  
Colonial Secretary.

### THE PLAGUE.

Number of cases reported (Chinese) 1,537  
up till noon of the 21st  
August, 1901 (Other Asiatics) 30  
(Europeans) 0

Number of cases reported (Chinese) 0  
during the past 24 hours (Other Asiatics) 0  
(Europeans) 0

Total number of cases reported to date 1,618

Number of deaths reported (Chinese) 1,503  
up till noon of the 21st  
August, 1901 (Other Asiatics) 11  
(Europeans) 0

Number of deaths reported (Chinese) 0  
during the past 24 hours (Other Asiatics) 0  
(Europeans) 0

Total number of deaths recorded to date 1,518

Since noon on Saturday last the cases and deaths are—

Cases Chinese 2  
Other Asiatics 0  
European 0

Deaths Chinese 2  
Other Asiatics 0  
European 0

Total 2

The plague returns for last week were—  
Cases 4  
Deaths 5

## TRAPPING ALL STORM-WATER DRAINS.

The returns as furnished by the Colonial Secretary show that 14 gullies connected with sewers are trapped and 429 untrapped. Of gullies connected with Storm Water drains 9 are trapped and 1103 untrapped. At a meeting of the Sanitary Board held on June 3rd it was resolved the Government should be requested to consider the desirability of trapping all the stormwater drains, as some of the storm water drains are as foul as the sewers.

## AT THE MAGISTRACY.

SAFE FOR A FORTNIGHT.  
Chung Lap is a rogue and a vagabond, he evidently wanders abroad and has no place to lay his head, he reckons he must live but, it seems, no one else sees the necessity. The Government decided through Mr. Kemp, to take charge of him for fourteen days.

LEUNG WING was found in a dwelling house, evidently for the purpose of committing a felony. He was sentenced to two months' hard labour.

THOMAS MOONEY, of England, was charged with being drunk and disorderly and damaging a police cell to the extent of 40 cents. He was fined \$3 or 14 days for the first offence and ordered to pay the 40 cents.

LAU KUM was fined \$3 for selling live snakes in Yau-ma-tai and causing an obstruction.

TSU NGAU was charged with the above offence by Leung Yau. The complainant said he was a silversmith at Aberdeen. He was near a temple on the 26th May, where a theatre was going on. He went on the stage. The defendant was collecting tickets. He said he could not go on the stage and drove him away and stabbed him in the stomach with a knife. Several men struck him. The defendant got away from him. He then went to the station.

P. S. Arthur Langley said a report was made to him by the complainant and he sent out and had the defendant arrested.

The defendant stated he fought with the complainant, who fell down and was cut by the end of a bamboo. Mr. H. zeland sent the defendant to prison for four months' hard labour.

UNLAWFULLY WOUNDING.  
The defendant stated he fought with the complainant, who fell down and was cut by the end of a bamboo. Mr. H. zeland sent the defendant to prison for four months' hard labour.

DEATH TRAP.  
Wo O Kee was charged by Mr. R. T. Crisp of the P.W.D. with using improper building material and putting an extra story on an un-legal wall at Cochrane Street. Mr. Crisp stated the main walls were rotten, being filled in with small pieces of bricks. The defendant was fined \$100 on two charges, \$200 in all.

JAPANESE TOPICS.  
(By Our Own Correspondent.)  
YOKOHAMA, August 1st, 1901.

The political unrest which has been conspicuous in Japan since the resignation of Marquis Ito's Cabinet continues to give signs of its presence. Premier Katsura and his Cabinet are being closely watched both in regard to foreign and domestic policy. The situation in China is beginning to excite new alarm, and apprehension is particularly directed towards Russia's alleged mysterious purposes, which, it is universally conceded, must inevitably spell more aggression. In the event of overt action, a strong hand will be needed, on the helm of Japan's ship of state, and it remains to be seen whether the new ministry, and especially its chief, will rise to the occasion. As a straw indicating the doubt prevalent as to various matters of importance, it is certain that the other day a deputation representing the Six Sections of the Upper House waited on the Cabinet Ministers with some pertinent questions.

The first question dealt with administrative reform; and the answer of the Cabinet was that no intention is entertained of appointing a committee of investigation, as was proposed by the Cabinet. The various departments are conducting the necessary investigations in dependence, and the practical results of their enquiries will soon be seen. The deputation then asked about the better control of local officials with a view to checking the corruption now believed to prevail. A reply was made that due examination was being made, and that the Government would not hesitate to adopt such measures as the circumstances might demand. The next two ques-

tions related to the prosecution of Government undertakings during the current fiscal year and their cessation during next year. But no definite reply was elicited. The Minister President said that the matter was under consideration, and that he was not in a position to say anything conclusive. The official policy with regard to foreign affairs and education formed the subject of the fifth and sixth questions, but the replies were inconclusive, the deputation being referred to Professor Kikuchi's speech of information about education, and the question of foreign affairs being left virtually unanswered.

The subject of the introduction into Japan of foreign capital is again prominent. It has practically been decided to raise a loan of fifty million yen by the sale of war loan bonds, and negotiations are under way both with the French and English Governments to finance the project. Later, the settlement of the Chinese indemnity question has inclined the Cabinet to believe that England will prove the best buyer of the bonds, as the relations between the two governments were materially cemented by their diplomatic alliance during the discussion of the peace conditions. But France is also reported as favourably inclined to Japan, while America has even been said to be a prospective customer of the empire on an extensive scale, to increase Japan's purchasing power by loaning her all the money she needs on high-class securities.

The chief difficulty in the introduction of foreign capital hitherto has appeared to lie in Japan's inability to impress foreigners with the soundness and richness of her resources, and this chiefly because the Government is so new. In other words, it has hedged its securities and opportunities by an interminable amount of forms, regulations and red tape generally, until the average investor takes alarm and, always sensitive of the strange and unknown, turns to other perhaps less productive but simpler forms of investment. Japan is beginning to realise that in giving a good security she must first make that fact absolutely clear and well known, and secondly simplify the conditions surrounding its disposal. On the other hand foreign capitalists are beginning to realise that Japan offers an unique field for sound investment, if the official hedges surrounding it could only be reduced in number and kept trimmed.

The late extraordinary eccentricity of the weather has apparently settled down into the ordinary heated spell, with some good results. The gaily globe-trotter on his first visit to the "Far East" proudly dons his brand new sun-helmet and immaculate "whites", and, with gay snash and green-lined umbrella, overruns the town, to the delight of "bikini" men, hotel and shop-keepers—and himself. The callous residents have been airing and sunning their household and personal goods after the muggy and "mildewy" weather of the past weeks, and the lucky ones are fleeing to the mountains to avoid the heat that is as "the wrath to come."

Best of all, the gloomy prognostications as to a short rice crop are being discounted, and though the market still lies high, there is that mysterious tendency towards an "easy feeling" which betokens satisfactory conditions. However, another "depression" is signalled by the meteorological sharp, so our optimistic views may yet be dashed by a violent "blow."

Two travelling companies of entertainment have just passed through here, and proved of very different calibre. The "Flying Jordan," a Vaudeville aggregation from America, has given two performances and drew good houses, though not offering all the attractions in its repertoire, owing to lack of facilities for operating their trapezes, moving pictures, &c. As they will probably visit Hongkong, you may prefer to "size up" the show for yourselves, but it may be mentioned that it can hardly be expected that a first-class company of fourteen persons would be able to afford a long trip such as this. As to the other "company," that is another story. It consists of only two persons—Herr and Mme. Marquardt—who are just celebrated for their violin and harp playing respectively. They gave a concert here (assisted by the best local talent) to a packed house, and earned golden as well as silver laurels. The foreign community here has been credited with a lack of appreciation for "vibrant" talent, and the Yohokama being blacked by some strollers for which the roads be panned! It should be understood that we are merely discriminating and will welcome the really good showman, as has been proved by the support accorded to Herr and Mme. Marquardt.

August 5th.  
The tourist season in Yokohama has contributed a sensation in the advent here of two prominent social climbers. Under the modest names of "Mr. and Mrs. Smith," which appeared on the "passenger list" of the *Nippon-maru* now in port, were concealed the titled dignity of Lady Frances Hope (formerly May Yohs, of theatrical fame) and Major Strong, late of the U. S. Volunteers, and only son of the late Major William Strong of New York. Lady Hope has been the heroine in numerous social scandals, and everyone thought that when she married Lord Francis Hope, who had a fortune of \$3,000,000, she would settle down. But she merely helped to ruin her lord. He failed three years ago for his three millions, and the official accounts revealed that he had spent \$105,000 in backing the Lyric Theatre, where May Yohs played, \$295,000 for eating and drinking, \$350,000 for betting and gambling, \$350,000 on behalf of other people, \$80,000 in raising money, \$200,000 in living expenses, and \$500,000 in minor debts. His lordship is now in London and has not been living with his wife for many months.

As to the association of Lady Hope and Major Strong, all that can be said is that they met in London and he followed her to New York, where she entertained him in her expensive flat, refusing to return to her Hegle Road. Then they made a bolt for San Francisco, and, being speedily identified by the "live" reporters of that lively support, their history was published in detail. Major Strong was politely requested by the proprietors to leave his hotel, and took refuge in a French restaurant. In the meantime Lady Hope had engaged quarters on the *Nippon-maru*, and Major Strong had telegraphed his resignation from the U. S. Army. But the army authorities declined at first to accept such a resignation, and demanded that the major's reasons be sent in the usual way. The "usual way" would have entailed Strong's missing the *Nippon-maru*, and was altogether too slow, and again he had recourse to the power of influence at Washington. Whatever his argument, he secured the acceptance of his resignation in time and duly sailed here with Lady Hope. The Major says the lady is obtaining a divorce from her husband, when he will reappear here. In the meantime they propose enjoying a honeymoon trip in the Far East, and may settle down for a time in Yokohama or Hongkong. All this has proved a delicious morsel for local gossip to roll upon the tongue.

## WANTED: IMPROVED MANNERS.

Under this title the *Peking and Tientsin Times* prints the following paragraph and suggestions—

A great many demands are made on the British Municipality, but we are tempted to add yet another to the list. The Municipal Fathers have very successfully drilled users of the public thoroughfares into some sort of appreciation of the rights of others, and into the elementary idea of the relative claims of right and left, to the general advantage of all. They have, too, ably demonstrated the absurdity of ill-regulated extravagance in the matter of risks and fates. Would it not be possible, therefore, for them to go a step further and for the public benefit post up a few elementary rules for good behaviour at public entertainments? There are several prominent places in the Gordon Hall where, for instance, a few rules might be posted for the guidance of persons in the audience whose early education was somewhat hurried, or who have since had no opportunity for practicing the principles of self-restraint and consideration which the ethics of good breeding entail. We might suggest the following as evidently being badly needed in Tientsin, as instanced last Saturday night.

1.—Loud and incessant talking during performance not only annoys the rest of the audience, and disconcerts the performer, but stamps the offender as unaccustomed to polite society. The offence is aggravated when ladies are present.

2.—Public performers are quite frequently sufficiently human to possess sensitive feelings, and especially females, suffer acutely when they are being unfairly "sussed" or "sussed."

3.—Derisive cat-calls and hisses are seldom or ever justifiable, in Tientsin. If occasion demands them, the B.M.C. keeps a special apparatus on hand, and gentlemen of the audience need not exhaust themselves.

4.—Refrain as far as possible from bending low in your seat with your fingers in your ears when either a lady or gentleman is singing, even if the vocalist sings flat. You demonstrate your musical superiority much more forcibly by quitting the Hall if the performance annoys you. By remaining to vent your displeasure by annoying those around you, only awaken suspicions that your musical ability corresponds with your manners.

The above should be clearly printed in continental languages as well as English, and might serve to check the growing disregard for order noticeable at many of our public entertainments.

## THE CHAMPION WORLD WALKER.

G. SCHILLING BACK AT COLOMBO.

Geo. M. Schilling, the enterprising young Pittsburgh athlete, who is walking round the world on a wager, and who left Ceylon on the 23rd September last year by the steamship *Bombay*, returned to Colombo from Yokohama by the N. Y. K. s.s. *Hitachi Maru*. In conversation with a Press representative Schilling stated that since he left Colombo, he had put in 4,600 miles of walking, which, with 20,000 he had already done in America and Australia, makes a total of 24,000 solid miles. "From here," said Schilling, "I went by the s.s. *Rombya* to Calcutta, where I commenced my walking tour through India. From Calcutta to Bombay is a big walk—1,500, but I survived it. At Bombay came my greatest trouble. I lost my noble dog, 'King,' the favourite friend, companion, and so on in all my trials and difficulties. In other respects I had a good time in India. From Bombay I took train back again to Calcutta, thence on to Rangoon and up to Mandalay, and thence to Bhamo on the Chinese frontier. There I was advised not to go inland, but I heeded not the advice, and did a few hundred miles into the Yunnan provinces. The country was, however, swarming with Boxers, and finding things getting warmer and warmer daily, I bethought me of the old adage that 'discretion is the better part of valour,' and went back to Rangoon. I had, of course, lost a lot of time, and had, moreover, suffered badly in Burma from malaria and dysentery, which knocked me down fearfully. From Rangoon I made my way to the Straits, doing Penang, Singapore, Hongkong, and Shanghai. At Shanghai I made an effort to walk to Peking and Tientsin, but found things comfortably warm. I managed to put in only 300 miles in the Yangtze Valley, and attempted to cross the Szechuen province, but the danger was too much for a one-armed man to face, so I walked back to Shanghai, and took steamer to Nagasaki. From here I 'footed' it through Japan for more than a thousand miles, joining Tokio and Yokohama thoroughly. From Yokohama here I am, having arrived by the *Hitachi Maru*. From Colombo, I mean to take the first boat I can get to South Africa. Having done South Africa I shall branch off to Delagoa Bay, take steamer to Egypt, do European Turkey, and then through Europe to England; and cross over back into America."

## THE FOOCHOW ARSENAL.

The Calcutta *Englishman* publishes an interview with Mr. Brill, an American, and a late official in the Chinese Government, who states that in the factories and arsenals of Foochow the Chinese are now manufacturing hundreds of rifles daily, besides cannon and quick-firing guns. A smokeless powder factory will be completed in December, and the authorities are now working night and day. Mr. Brill was intimately acquainted with Chang-Chi Tung, the Viceroy of Hainan, who prevented the Boxers spreading to the Yangtze. This powerful rising Viceroy is strengthening the army. Japanese and German officers are busily engaged reorganising and drilling the troops. He is convinced that China's power is unbroken.

[This appears to us to partly answer the question of a recent correspondent to the Foochow Arsenal—Ed., H.K.T.]

## THE UBIQUITOUS CHINAMAN.

Our contemporary, *The Englishman*, says the *Mandelay Herald*, writing about Chinamen immigrating to Calcutta from the Canton districts, and then finding wives among the lower classes of the Eurasian community, makes the remark "that the children of these marriages are generally educated on Western lines" (that is to say, they are taught to speak, read, and write English, and are given a grounding in arithmetic and accounts). They are then apprenticed to their fathers' trades. This fact may partly account for the rapidity with which Chinamen are making native of India in the business of shoe-making and carpentry, which they have made their own in Calcutta. Burma offers a good field for Chinese immigration, and the only wonder is that the Government do not sufficiently encourage Chinamen immigrating thither. Down at Australasia Chinamen have flocked in shoals, some contracting marriages with European women, and from past experience have been found to be good factors and formidable rivals not only in commerce but in the several handicrafts of trade, so much so that their immigration into the Colonies has been made prohibitive by taxes and other heavy obligations.

## THE RONG LAW.

The *Siam Observer* says one of the most interesting sights Bangkok can offer is undoubtedly the Rong Law, a place where they can make anything from the proverbial needle to the anchor or from ice for His Majesty's household to dumb-bells for the students at the Naval School. Taking advantage of the Bank Holiday, a representative of this paper paid the place a visit and spent several hours profitably in viewing the various workshops. A lot of bronze bells attracted attention by the excellence of their moulding, they being cast in one piece, a fact rather surprising to the ordinary lay mind. These bells, which weigh about a hundredweight apiece, are intended for various Wats. We have heard of turning swords into ploughshares and spears into pruning-hooks, but never before of guns being cast into statues of Buddha. Yet this operation is being conducted at the Rong Law foundry, where some ancient brass cannon, weighing altogether four tons, are being converted into a colossal image of Buddha. This, we understand, is to be presented to a Wat at Pitsunoloke by His Majesty the King on the occasion of his forthcoming trip up river. A very fine looking steam launch for the use of His Majesty upon the trip is nearing completion. Another successful venture to which a large quantity of old brass guns is being put is the construction of a number of gates or pieces of fencing, which will ultimately surround Wat Benchamabophit, at Dusit Park. These are certainly very handsome and imposing-looking and must require a vast amount of patience and skill to construct.

An interesting relic stands in the foundry in the shape of an old English fourteen-pounder gun, bearing the Royal Arms and the date 1796. The history of the ancient piece of ordnance and an explanation of how it got into the present position would certainly prove interesting.

If the activity displayed at the Rong Law may be taken as any criterion of the country's progress and prosperity, Siam indeed has every reason to felicitate herself.

## NOTANDA.

### CALENDAR.

AUGUST.  
Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 82  
Rainfall ..... 13.482

TO-DAY.  
WEATHER REPORT.  
On date at 7 a.m. On date at 4 p.m.  
Barometer ..... 29.81 29.74  
Temperature ..... 81 83  
Humidity ..... 85 73  
Rainfall ..... 0.16

TO-DAY.  
Thursday, 22nd August, 1901.  
Chinese—9th of 7th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr 31min.  
Sets ..... 6hr 34min.  
Moon—First quarter 3hr 29min. a.m.  
High water—Morning ..... 1hr 14min.  
Afternoon ..... 1hr 48min.  
Low water—Morning ..... 5hr 31min.  
Afternoon ..... 6hr 42min.

ANNIVERSARIES.  
1849—Governor Amaral of Macao assassinated by hired Chinese.  
1874—Seizure of steamer *Spark* by pirates, between Canton and Macao.  
1884—Telegraph line to Peking opened. Typhoon at Amoy.

TO-MORROW.  
Friday, 23rd August, 1901.  
Chinese—10th of 7th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr 31min.  
Sets ..... 6hr 34min.  
High water—Morning ..... 1hr 14min.  
Afternoon ..... 1hr 48min.  
Low water—Morning ..... 5hr 31min.  
Afternoon ..... 6hr 42min.

ANNIVERSARIES.  
1834—The Prefect of Swatow and Lieutenant-General of Canton interviewed Lord Napier.  
1839—Hongkong taken.  
1866—Treaty of Prague; Peace between Austria and Prussia.  
1896—Attack on a shooting party at Deep Bay.

## AGENDA.

TO-DAY.  
Cargo ex *Sauku Maru* subject to rent.  
Cargo ex *China* subject to rent.  
Cargo ex *Parramatta* subject to rent.

TO-MORROW.  
Daylight—O. S. K. Co.'s steamer *Maiden* leaves for Amoy, via Swatow.  
3 p.m.—Public Auction of Leasehold property situated at Shaukiung, by Mr. G. Lammett at his offices, Duddell Street.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Manila.  
4 p.m.—C. S. N. Co.'s steamer *Loongsang* leaves for Manila.  
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.  
Cargo ex *Andalusia* subject to rent.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 12th.  
Mr. H. Schröder has joined the s.s. *Lyemoo* as 2nd officer.

Mr. Attwood, joins the *Haitan* at Amoy, temporarily, as 3rd officer.

August 20th.  
The officers of the *Catherine Apear* (Capt. S. H. Belton) are—Chief officer, A. Buchanan, 2nd, R. Gillin, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, 5th, J. J. Edwards, 6th, J. S. Sellar, 7th, chief officer, Mr. Blundell, 2nd, H. W. Wear, chief engineer, Mr. Smithers, and Mr. Bushby, 3rd, Mr. Moore.

## SHIPPING AND MAIL NEWS.

MAILS DUE TO-MORROW.  
French (*Indus*) 26th instant.  
American (*Golet*) 20th instant.  
Australian (*Arilla*) 21st prox.  
American (*Empire Maru*) 21st prox.  
Canadian (*Empire of Japan*) 21st prox.  
American (*City of Peking*) 21st prox.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Hoi yesterday and sails to-day for Kobe.

The E. & A. Co.'s steamer *Airde* from Sydney &c. left Port Darwin yesterday for Manila and Hongkong.

The Canadian Pacific Railway Co.'s R.M.S. *Empire of Japan* left Vancouver on Tuesday the 20th inst., for Hongkong via the usual ports of call.

The N. Y. K. Co.'s steamer *Kaga Maru* (American Line) left Shanghai for this port on the 21st inst., a.m., and is expected to arrive here on the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Soleat, ..... at Kowloon Dock.  
Wilmington, .....  
Nippon Maru, .....  
H.M.S. *Brisk*, .....  
Haitan, .....  
Victoria, .....  
Canton River, .....  
D.J. de Austria, ..... Cosmopolitan

## Shipping.

Arrivals.<



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 23rd Aug., at Daylight
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	TO-MORROW, 23rd Aug., at Noon
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 23rd Aug., at 4 P.M.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Sunday, 25th Aug., at Daylight
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 25th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st August, 1901.

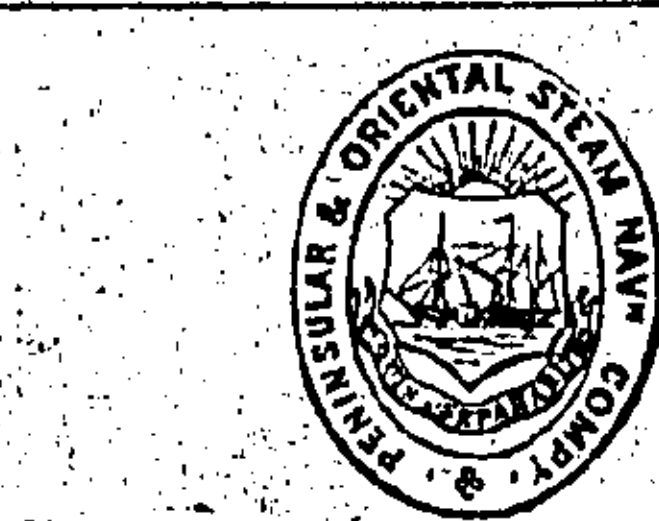
## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior.

Points of U.S.A. to the Orient.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Agents, SEATTLE, or to General GEO. HUTCHESON, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents, Hongkong, 20th July, 1901.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"MASSILIA," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched for BOMBAY, on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	Proposed Sailings
Bramar	3,601	W. Wait	Sept. 3
Duke of Fife	3,821	J. S. Cox	Sept. 10
Queen Adelaide	2,832	F. McNair	Sept. 25
Olympia	2,837	J. Truebridge	Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR attached to trans-continental trains day and night. TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 22nd August, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"JUPITER," about 4th Sept. "MOUL," about 21st Sept. "KURISAN," about 28th Sept. "FRANK," about 5th Oct. "SATSUMA," about 12th Oct. "LENNON," about 19th Oct.

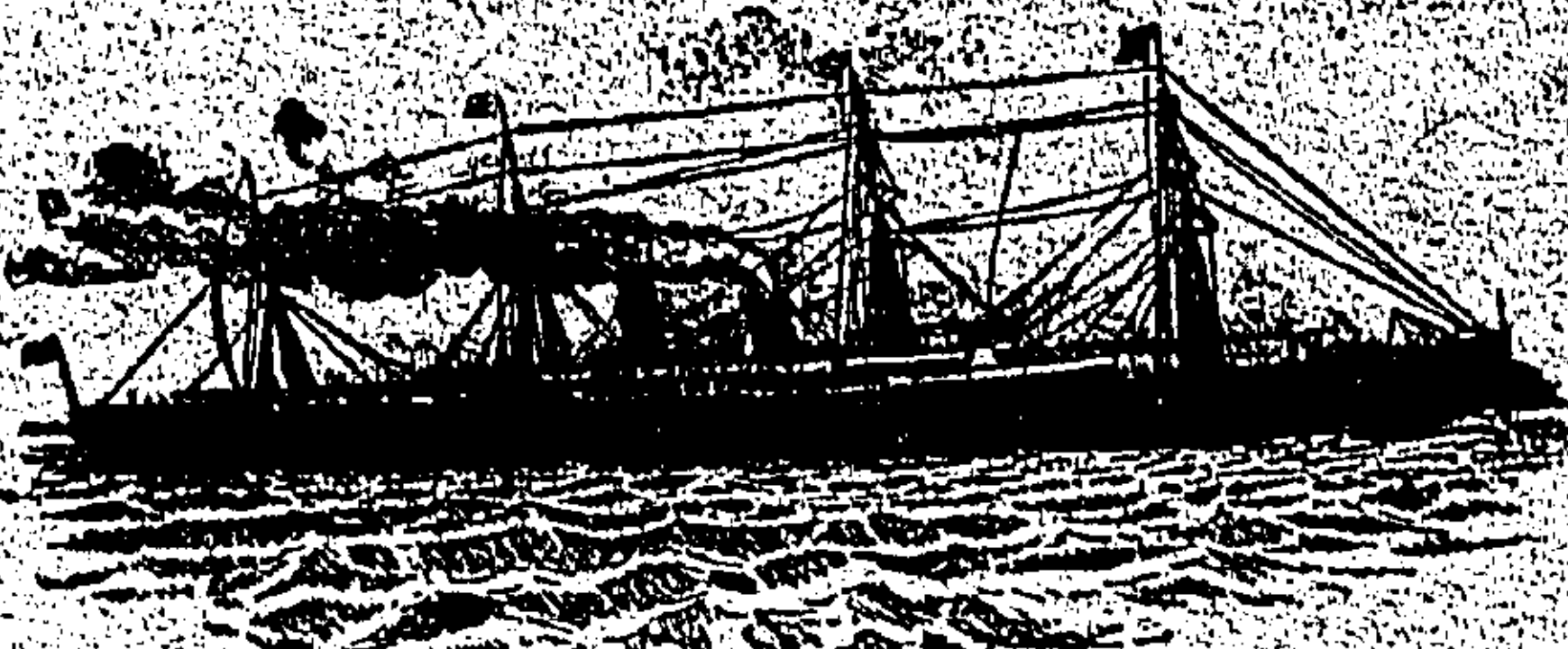
For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 20th August, 1901.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PEAU"	SATURDAY, 31st August, at Noon
"COPTIC"	TUESDAY, 10th September, at Noon
"CITY OF PEKING"	TUESDAY, 24th September, at Noon
"GAELIC"	WEDNESDAY, 2nd October, at Noon
"CHINA"	SATURDAY, 19th October, at Noon
"DORIO"	TUESDAY, 29th October, at Noon

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

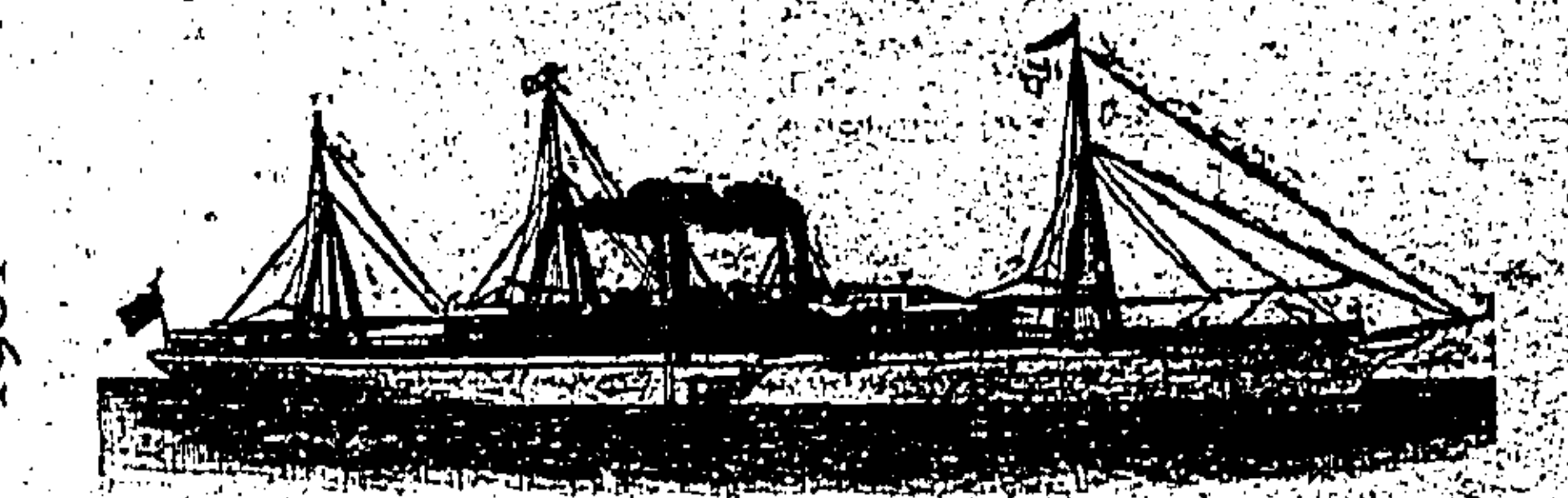
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Class connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, CANAL PORTS IN THE LEBANT, BLACK SEA and BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS: ALEXANDRIA, HAVRE and HAMBURG (Calling at SINGAPORE and PENANG) 27th Aug. Freight and Passengers.

SERBIA, HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO) 10th Sept. Freight and Passengers.

ANDALUSIA, HAVRE and HAMBURG (Calling at SINGAPORE and PENANG) 21st Sept. Freight and Passengers.

ARABIA, HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO) 5th October. Freight and Passengers.

ARAGONIA, NEW YORK VIA SUEZ CANAL. End of August or beginning September. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW, NINGPO and SHANGHAI	WOOSUNG	23rd instant
SHANGHAI	CHANGSHA	30th instant
KOBE and MOI	KANSU	31st instant
SHANGHAI	KIVANG	31st instant
TIENSIN	YANGLANG	1st instant
MANILA	TAIYUAN	10th September
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	10th September

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd August, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	TYDEUS	16th August
	LYBROS	5th September
	AGAMEMNON	9th September

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	STREATOR	3rd September
	LODOMEUS	17th September
	TAX	1st October
LIVERPOOL (DIRECT)	ORESTES	about 15th September

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th August, 1901.

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Screw Steamship

## "KASUGA MARU."

(3,872 Tons Gross, Captain H. Fraser), will be despatched for the above Port, TO-MORROW, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 15th August, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW &amp; AMOY.

## THE Company's Steamship

## "DAIGI MARU."

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "ATAKA."

will be despatched for the above Port, on or about the 10th September. To be followed by the "S.S. ANAPA," about 15th October, 1901.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON-TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

## VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathville, about 1st Sept. 15

## THE Steamship

## "STRATHVILLE."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.



## WIRE NEWS.

## Home.

At Bristol, Sussex defeated Gloucester by an innings and 64 runs. Mr. George Brann, for Sussex, played an innings of 130 runs. At the Oval, Nottingham defeated Surrey by ten wickets. For Nottingham, Mr. Frank Mitchell scored 117, and for Surrey, 110. Warwick won the match with Worcestershire at Birmingham by an innings and 22 runs. For Warwick, J. F. Byrne scored 110, and Quail (W. G.) 104 not out; whilst, for Worcester, R. E. Foster scored 100. At Derby, Hampshire defeated Derby by five wickets. For Hampshire, E. M. Spoor scored 130. At Leeds, the Lancashire and Yorkshire match resulted in a draw. The match, which was for the benefit of J. T. Brown (senior) was a great success, and the attendance for the three days amounted to 60,000. For Lancashire, Mr. A. C. McLaren scored 117, and for Yorkshire, Mr. Frank Mitchell scored 100. At Taunton, the Somerset and Middlesex match was left drawn. For Middlesex, Mr. C. M. Wells played an innings of 124. At Canterbury, the opening game in the Canterbury week between Kent and Essex ended in a draw. For Essex, Mr. Percy Perrin scored 104; and for Kent Mr. E. W. Dillon scored 103.

## The Accession Declaration.

In the House of Lords, the Accession Declaration Bill has been read a third time. Lord Salisbury, referring to the prospects of the Bill, said that it was evident that the Catholics did not desire withdrawal of the offensive words unless a declaration securing the Protestant succession was simultaneously withdrawn and they were unwilling to complain whatever happened. It is understood that the Government will drop the Bill and not renew it next year.

## India.

## COOPER'S HILL.

The Viceroy has replied to Lord George Hamilton's remarkable telegram, upon the memorial of the Cooper's Hill Engineers, implicitly accepting the decision of the Secretary of State, but protesting against the severe censure, which had attracted widespread attention and surprise in India. He had to point out that the despatch complained of was the direct fulfilment of the Secretary of State's instructions, asking the Government of India to forward the memorials; therefore, His Excellency cannot understand the complaint that grave inconvenience had been caused by the course taken. His Excellency thinks some misapprehension must have arisen, and he asks His Lordship to take some step to relieve the Government of India from public suit, which it was not conscious of having incurred.

## THE N. W. FRONTIER.

The most serious outrage yet committed by the Mahsuds on the N. W. frontier of India occurred on the afternoon of August 6th. A gang of Mahsuds, 200 strong, attacked the militia post at Cashmere Kar, fired at a sentry at the open gate, and followed him into the post, where he was killed. The garrison was completely surprised, and the Militia Officer in command fired the shots, and the Mahsuds took refuge in the barracks. The Mahsuds bored holes in the roof and demanded the rifles, threatening to set fire to the post. The Officer Commanding, seeing that resistance was hopeless, surrendered the rifles, and the Mahsuds locked the garrison up in the barracks, looted the post, and decamped. Havilar Abdul Salur, three sepoy, and three bawlers were killed. The Officer commanding the Post and three men were wounded, two severely and two slightly. A large quantity of ammunition, thirty rifles, and all kits, accoutrements, rations, and uniforms were carried off. The Mahsuds sustained no loss.

## China.

Lord Salisbury replied to Lord Spencer in the House of Lords that he was unaware that Germany had declared Manchuria to be outside the provisions of the Anglo-German agreement concerning China. Lord Lansdowne stated that the total number of troops in China was being reduced to 13,000, the British numbering 4,100. Lord Lansdowne entirely concurred with Lord Spencer as to the importance of Japan in the Far East and the necessity of maintaining most cordial relations with her. That, he said, was the more easy inasmuch as the Japanese policy was similar to the British.

## COMMITTEE ON BETTING.

The Lords Committee on Betting sat on the 15th ult., under the presidency of Lord Durham, to hear evidence.

The first witness was Mr. John Hawke, secretary of the Anti-Gambling League, who at first devoted himself to street betting. He said that on 15 June he went to the neighbourhood of St. Giles-in-the-Fields. He noticed a young bookmaker of 25 taking coppers from boys of 12 to 15.

There were seats in St. Giles's churchyard on which were persons whose conversation appeared to relate to betting, but he saw no actual betting in the churchyard. He was informed by a policeman that it was quite impossible to put a stop to it without employing plain clothes men, because the system of scouting was so good.

Mr. Hawke himself saw the scouts. They thought he looked suspicious and when he came there a second day he heard a voice saying "split" (i.e. detective). There were men stationed at the street corners, and the police stated that £4 or £5 a week was paid to these scouts.

In his opinion the profits of the business were so great that nothing but imprisonment at least for a second or third offence would stop it. In one case the bookmaker handed in a £10 note to the magistrates, and said he did not want the change. In another the bookmaker said he hoped they wouldn't bring him to the court next time, for he would always send £5 to the magistrates' clerk when he wanted it. In Birmingham the fines amounted to £1,000 in a few months, thus showing the profits of the business.

TIPSTERS IN PAPERS.

Mr. Hawke read a specimen of a betting agreement drawn up by the Anti-Gambling League, which was signed by St. James's. In that case the law was evaded because they refused to receive ready money, and did not invite the client to come to their houses.

Coming then to tipsters, witness pointed out that the Times of 11 August 1900, reported that Lord Palmerston proposed to suppress tipsters next session, but the matter was overshadowed by the Crimean War.

The chairman asked if any opinion must be given on horse-racing in a newspaper.

Mr. Hawke replied that the Times do not

pay specially for these opinions. A man who sends out circulars in a different position.

Without the publication of the odds he did not believe that starting-price bookmaking could be carried on.

The proprietor of one of the largest of the evening halfpenny newspapers also told him that he would not oppose such a law.

The Committee adjourned.—Morning Leader.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, A. McCracken, W. R.  
Atkinson, Miss I. Miller, R. E.  
Angus, M. F. Money, R. J.  
Alexander, M. R. McLean, A. E.  
Anderson, W. H. Miller, O. H.  
Abern, J. Marshall, C. W.  
Atlantis, J. Merchants Despatch &  
Ainslie, Mrs. Barton, Miss A. C.  
Barton, Miss A. C. Bishop, W. C.  
Bishop, W. C. Banvard, Miss F.  
Barratt, Mr. Barrett, Mr.  
Bender, H. Bowles, Mr. & Mrs.  
Bowles, Mr. & Mrs. J. H.  
Bracker, Hy. Burger, Rev. P. G.  
Burger, Rev. P. G. Babonneau, M.  
Babonneau, M. Braidwood  
Braidwood. Borrowdale, F.  
Borrowdale, F. Brown, A. J., D. D.  
Brown, A. J., D. D. Bonino, R. K.  
Browne, E. Browne, E.  
Cammie, R. B. Carlton, L. G.  
Carlton, L. G. Carlos, A.  
Cushing, G. B. Chinnaholm, G. N.  
Chinnaholm, G. N. Craddock, E. E.  
Craddock, E. E. Collins, M.  
Collins, M. Cylindar, M.  
Cylindar, M. Deoer, C. L.  
Deoer, C. L. Douglass, Mrs. M. E.  
Douglass, Mrs. M. E. Day, R. J.  
Day, R. J. Davis, J.  
Davis, J. Damerell  
Damerell. Dyson  
Dyson. Esposito, E.  
Esposito, E. Eschauer, P.  
Eschauer, P. Forest, Miss A.  
Forest, Miss A. Fitzsimmons, C. A.  
Fitzsimmons, C. A. Fleming, G.  
Fleming, G. Farr, A. J. M.  
Farr, A. J. M. Franks, J. A.  
Franks, J. A. Francisco, G.  
Francisco, G. Frampton  
Frampton. Gye, H. W.  
Gye, H. W. Genahre, J.  
Genahre, J. Gorcke, A.  
Gorcke, A. Girard, A. V.  
Girard, A. V. Gainford, Mrs.  
Gainford, Mrs. Galbraith, J. E.  
Galbraith, J. E. Grieve, A. R.  
Grieve, A. R. Glover, Miss  
Glover, Miss Hill Depot  
Hill Depot. Hall, E. A. S.  
Hall, E. A. S. Hezi, H. B.  
Hezi, H. B. Handic  
Handic. Harston, Carl  
Harston, Carl Halcott, H.  
Halcott, H. Hermann, H.  
Hermann, H. Heaton, T.  
Heaton, T. Hoffmann, Mrs. W. A.  
Hoffmann, Mrs. W. A. Hanson  
Hanson. Hardy, Rev. E. J.  
Hardy, Rev. E. J. Holdsworth, S.  
Holdsworth, S. Holmwood, S.  
Holmwood, S. Hulse, C. W.  
Hulse, C. W. Ise, F.  
Ise, F. Jones, D.  
Jones, D. Jackson, J. G.  
Jackson, J. G. Jarvey, J.  
Jarvey, J. Jones, W. L.  
Jones, W. L. Johnson, J.  
Johnson, J. Jansson, A.  
Jansson, A. Johnson, Rev. H. G.  
Johnson, Rev. H. G. Jesus, D. D.  
Jesus, D. D. James, S. C.  
James, S. C. Johnston, B. H.  
Johnston, B. H. Jamieson  
Jamieson. Kirk, Dr. R.  
Kirk, Dr. R. Knight, H.  
Knight, H. Keelin, H.  
Keelin, H. Kapple, W. A.  
Kapple, W. A. Kisserent, Smith  
Kisserent, Smith Kahweiler, S.  
Kahweiler, S. Loret, P.  
Loret, P. Lopez, Dr.  
Lopez, Dr. Laura, A.  
Laura, A. Leitav, F. P.  
Leitav, F. P. Luz, D.  
Luz, D. Little, Mrs. A.  
Little, Mrs. A. Lives, R. T. P.  
Lives, R. T. P. Liv, R. J. P.  
Liv, R. J. P. Lorenzo, M.  
Lorenzo, M. Lebrary, W. P.  
Lebrary, W. P. Lion, A. D.  
Lion, A. D. Lortie, P. M.  
Lortie, P. M. Launing, C. H.  
Launing, C. H. McGill, W. E.

McCracken, W. R. Miller, R. E.  
Miller, R. E. Money, R. J.  
Money, R. J. McLean, A. E.  
McLean, A. E. Miller, O. H.  
Miller, O. H. Marshall, C. W.  
Marshall, C. W. Merchants Despatch &  
Merchants Despatch & Barton, Miss A. C.  
Barton, Miss A. C. Bishop, W. C.  
Bishop, W. C. Banvard, Miss F.  
Banvard, Miss F. Barrett, Mr.  
Barrett, Mr. Barrett, Mr.  
Barrett, Mr. Bowles, Mr. & Mrs.  
Bowles, Mr. & Mrs. J. H.  
Bowles, Mr. & Mrs. J. H. Burger, Rev. P. G.  
Burger, Rev. P. G. Babonneau, M.  
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Braidwood. Borrowdale, F.  
Borrowdale, F. Brown, A. J., D. D.  
Brown, A. J., D. D. Bonino, R. K.  
Bonino, R. K. Browne, E.  
Browne, E. Browne, E.  
Browne, E. Cammie, R. B.  
Cammie, R. B. Carlton, L. G.  
Carlton, L. G. Carlos, A.  
Carlos, A. Cushing, G. B.  
Cushing, G. B. Chinnaholm, G. N.  
Chinnaholm, G. N. Craddock, E. E.  
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Cylindar, M. Deoer, C. L.  
Deoer, C. L. Douglass, Mrs. M. E.  
Douglass, Mrs. M. E. Day, R. J.  
Day, R. J. Davis, J.  
Davis, J. Damerell  
Damerell. Dyson  
Dyson. Esposito, E.  
Esposito, E. Eschauer, P.  
Eschauer, P. Forest, Miss A.  
Forest, Miss A. Fitzsimmons, C. A.  
Fitzsimmons, C. A. Fleming, G.  
Fleming, G. Farr, A. J. M.  
Farr, A. J. M. Franks, J. A.  
Franks, J. A. Francisco, G.  
Francisco, G. Frampton  
Frampton. Gye, H. W.  
Gye, H. W. Genahre, J.  
Genahre, J. Gorcke, A.  
Gorcke, A. Girard, A. V.  
Girard, A. V. Gainford, Mrs.  
Gainford, Mrs. Galbraith, J. E.  
Galbraith, J. E. Grieve, A. R.  
Grieve, A. R. Glover, Miss  
Glover, Miss Hill Depot  
Hill Depot. Hall, E. A. S.  
Hall, E. A. S. Hezi, H. B.  
Hezi, H. B. Handic  
Handic. Harston, Carl  
Harston, Carl Halcott, H.  
Halcott, H. Hermann, H.  
Hermann, H. Heaton, T.  
Heaton, T. Hoffmann, Mrs. W. A.  
Hoffmann, Mrs. W. A. Hanson  
Hanson. Hardy, Rev. E. J.  
Hardy, Rev. E. J. Holdsworth, S.  
Holdsworth, S. Holmwood, S.  
Holmwood, S. Hulse, C. W.  
Hulse, C. W. Ise, F.  
Ise, F. Jones, D.  
Jones, D. Jackson, J. G.  
Jackson, J. G. Jarvey, J.  
Jarvey, J. Jones, W. L.  
Jones, W. L. Johnson, J.  
Johnson, J. Jansson, A.  
Jansson, A. Johnson, Rev. H. G.  
Johnson, Rev. H. G. Jesus, D. D.  
Jesus, D. D. James, S. C.  
James, S. C. Johnston, B. H.  
Johnston, B. H. Jamieson  
Jamieson. Kirk, Dr. R.  
Kirk, Dr. R. Knight, H.  
Knight, H. Keelin, H.  
Keelin, H. Kapple, W. A.  
Kapple, W. A. Kisserent, Smith  
Kisserent, Smith Kahweiler, S.  
Kahweiler, S. Loret, P.  
Loret, P. Lopez, Dr.  
Lopez, Dr. Laura, A.  
Laura, A. Leitav, F. P.  
Leitav, F. P. Luz, D.  
Luz, D. Little, Mrs. A.  
Little, Mrs. A. Lives, R. T. P.  
Lives, R. T. P. Liv, R. J. P.  
Liv, R. J. P. Lorenzo, M.  
Lorenzo, M. Lebrary, W. P.  
Lebrary, W. P. Lion, A. D.  
Lion, A. D. Lortie, P. M.  
Lortie, P. M. Launing, C. H.  
Launing, C. H. McGill, W. E.

McCracken, W. R. Miller, R. E.  
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Money, R. J. McLean, A. E.  
McLean, A. E. Miller, O. H.  
Miller, O. H. Marshall, C. W.  
Marshall, C. W. Merchants Despatch &  
Merchants Despatch & Barton, Miss A. C.  
Barton, Miss A. C. Bishop, W. C.  
Bishop, W. C. Banvard, Miss F.  
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Barrett, Mr. Barrett, Mr.  
Barrett, Mr. Bowles, Mr. & Mrs.  
Bowles, Mr. & Mrs. J. H.  
Bowles, Mr. & Mrs. J. H. Burger, Rev. P. G.  
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Babonneau, M. Braidwood  
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Brown, A. J., D. D. Bonino, R. K.  
Bonino, R. K. Browne, E.  
Browne, E. Browne, E.  
Browne, E. Cammie, R. B.  
Cammie, R. B. Carlton, L. G.  
Carlton, L. G. Carlos, A.  
Carlos, A. Cushing, G. B.  
Cushing, G. B. Chinnaholm, G. N.  
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Cylindar, M. Deoer, C. L.  
Deoer, C. L. Douglass, Mrs. M. E.  
Douglass, Mrs. M. E. Day, R. J.  
Day, R. J. Davis, J.  
Davis, J. Damerell  
Damerell. Dyson  
Dyson. Esposito, E.  
Esposito, E. Eschauer, P.  
Eschauer, P. Forest, Miss A.  
Forest, Miss A. Fitzsimmons, C. A.  
Fitzsimmons, C. A. Fleming, G.  
Fleming, G. Farr, A. J. M.  
Farr, A. J. M. Franks, J. A.  
Franks, J. A. Francisco, G.  
Francisco, G. Frampton  
Frampton. Gye, H. W.  
Gye, H. W. Genahre, J.  
Genahre, J. Gorcke, A.  
Gorcke, A. Girard, A. V.  
Girard, A. V. Gainford, Mrs.  
Gainford, Mrs. Galbraith, J. E.  
Galbraith, J. E. Grieve, A. R.  
Grieve, A. R. Glover, Miss  
Glover, Miss Hill Depot  
Hill Depot. Hall, E. A. S.  
Hall, E. A. S. Hezi, H. B.  
Hezi, H. B. Handic  
Handic. Harston, Carl  
Harston, Carl Halcott, H.  
Halcott, H. Hermann, H.  
Hermann, H. Heaton, T.  
Heaton, T. Hoffmann, Mrs. W. A.  
Hoffmann, Mrs. W. A. Hanson  
Hanson. Hardy, Rev. E. J.  
Hardy, Rev. E. J. Holdsworth, S.  
Holdsworth, S. Holmwood, S.  
Holmwood, S. Hulse, C. W.  
Hulse, C. W. Ise, F.  
Ise, F. Jones, D.  
Jones, D. Jackson, J. G.  
Jackson, J. G. Jarvey, J.  
Jarvey, J. Jones, W. L.  
Jones, W. L. Johnson, J.  
Johnson, J. Jansson, A.  
Jansson, A. Johnson, Rev. H. G.  
Johnson, Rev. H. G. Jesus, D. D.  
Jesus, D. D. James, S. C.  
James, S. C. Johnston, B. H.  
Johnston, B. H. Jamieson  
Jamieson. Kirk, Dr. R.  
Kirk, Dr. R. Knight, H.  
Knight, H. Keelin, H.  
Keelin, H. Kapple, W. A.  
Kapple, W. A. Kisserent, Smith  
Kisserent, Smith Kahweiler, S.  
Kahweiler, S. Loret, P.  
Loret, P. Lopez, Dr.  
Lopez, Dr. Laura, A.  
Laura, A. Leitav, F. P.  
Leitav, F. P. Luz, D.  
Luz, D. Little, Mrs. A.  
Little, Mrs. A. Lives, R. T. P.  
Lives, R. T. P. Liv, R. J. P.  
Liv, R. J. P. Lorenzo, M.  
Lorenzo, M. Lebrary, W. P.  
Lebrary, W. P. Lion, A. D.  
Lion, A. D. Lortie, P. M.  
Lortie, P. M. Launing, C. H.  
Launing, C. H. McGill, W. E.

McCracken, W. R. Miller, R. E.  
Miller, R. E. Money, R. J.  
Money, R. J. McLean, A. E.  
McLean, A. E. Miller, O. H.  
Miller, O. H. Marshall, C. W.  
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Banvard, Miss F. Barrett, Mr.  
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Barrett, Mr. Bowles, Mr. & Mrs.  
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Browne, E. Browne, E.  
Browne, E. Cammie, R. B.  
Cammie, R. B. Carlton, L. G.  
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Davis, J. Damerell  
Damerell. Dyson  
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Damerell. Dyson  
Dyson. Esposito, E.  
Esposito, E. Eschauer, P.  
Eschauer, P. Forest, Miss A.  
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Fitzsimmons, C. A. Fleming, G.  
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Hulse, C. W. Ise, F.  
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Jones, W. L. Johnson, J.  
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Esposito, E. Eschauer, P.  
Eschauer, P. Forest, Miss A.  
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Launing, C



## Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"ANDALUSIA,"  
Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersigning to the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 16th August, 1901. [886c]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Rene*.  
From Australia, ex S.S. *Australia*.  
From Persian Gulf, ex H.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 16th August, 1901. [5]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship.

"GLENFARG,"  
having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & COV.

Hongkong, 19th August, 1901. [895c]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From Bombay, ex S.S. *Ernest Simons*.  
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1901. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, PORT SAID, ADEN, KARACHI, COLOMBO, BOMBAY, PENANG AND SINGAPORE.

THE Steamship.

"CHINA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Venice, ex S.S. *Milovitch* transhipped at Trieste.

From Levant Ports, ex S.S. *Uranos* transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th August, 1901. [685c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

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## The Share Market.

LATEST QUOTATIONS.

(August 22nd).

Companies.

Paid up Capital.

Latest quotation.

Banks.

Hongkong &amp; Shanghai Banking Corporation, Ltd.

The Bank of China &amp; Japan, Limited.

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EXCHANGE.

Hongkong, 22nd August.

ON LONDON, Telegraphic Transfer, 1/11 5/16

ON LONDON, Bank Bills, on demand, 1/11 1/16

ON LONDON, Credits, 4 months' sight, 1/11 1/16

ON LONDON, Credits, 6 months' sight, 1/11 1/16

ON LONDON, Credits, 9 months' sight, 1/11 1/16

ON LONDON, Credits, 12 months' sight, 1/11 1/16

ON LONDON, Credits, 15 months' sight, 1/11 1/16

ON LONDON, Credits, 18 months' sight, 1/11 1/16

ON LONDON, Credits, 21 months' sight, 1/11 1/16

ON LONDON, Credits, 24 months' sight, 1/11 1/16

ON LONDON, Credits, 27 months' sight, 1/11 1/16

ON LONDON, Credits, 30 months' sight, 1/11 1/16

ON LONDON, Credits, 33 months' sight, 1/11 1/16

ON LONDON, Credits, 36 months' sight, 1/11 1/16

ON LONDON, Credits, 39 months' sight, 1/11 1/16

ON LONDON, Credits, 42 months' sight, 1/11 1/16

ON LONDON, Credits, 45 months' sight, 1/11 1/1